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THE  
BARNACLE

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◆◆ VOL 3 NO. 19◆◆  
OCTOBER 8 - OCTOBER 21, 1992

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## LETTER FROM THE EDITOR

As you read through this issue of the Barnacle Magazine, you will come upon five pages of information about the New Bedford Fishing Industry. Compiled and written by the Fortier Agency of Advertising for the New Bedford Seafood Co-Op, it lists several facts and figures that many of us take for granted.

Whether you have ties to the industry or not, it may be worth your while to read this section carefully. These figures represent very real and hard figures that proves the impact this fishing industry has to the city and region. And it should prove that we should do all we can to save fishing jobs for future generations to come.

But as impressive as these figures are, they are not complete. That's where you come in. If you attend Fish Expo in Boston, the Co-Op will be asking you to participate in a survey so that more facts and figures could be acquired. There is no doubt that the more your representatives know about you, the fisherman, the better and harder they can fight for your needs. It is something you cannot take for granted. I hope to see you there!

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We welcome guest columns and press releases.

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Publisher/Editor, Gary S. Golas

Administration, Kathy Golas

Writer/Interpreter, Joe Vinagre

Special Writer, Richard Hiscock

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HAPPY BIRTHDAY  
Brian Mello  
F/V TT Gillie  
Oct 12th

*Happy Anniversary  
Capt. Bob and Elaine Bruno  
F/V Alpha & Omega II  
Oct 17th*

*HAPPY BIRTHDAY  
Manuel Marquinho  
F/V Praia de Torreira  
Oct 12th*

HAPPY BIRTHDAY  
Jim Holden  
from Lisa & Yogi  
Oct 14th

HAPPY BIRTHDAY  
Gear Tonnisen  
F/V Ambassador  
Oct 20th

HAPPY BIRTHDAY  
Tom Lees  
F/V Seel  
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NEXT ISSUE MESSAGES FOR PERIOD  
**OCT 21 - NOV. 4**

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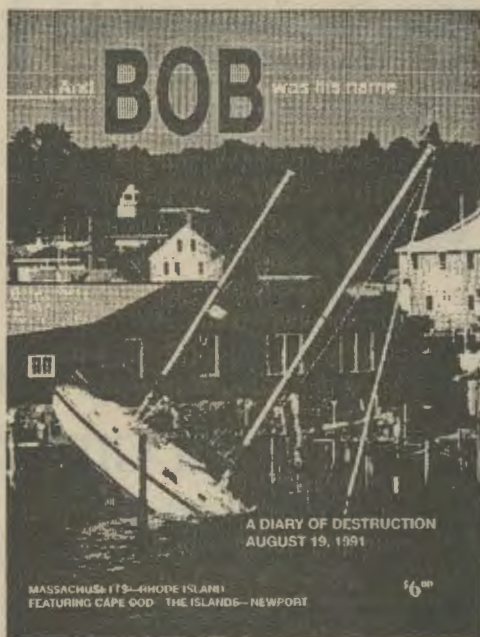
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A REPORT FROM THE OFFICE OF  
**CONGRESSMAN BARNEY FRANK**  
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**Rep. Frank Holds Hearing  
On Handling Of Alleged  
Fisheries Act Violations**

WASHINGTON, D.C., — Rep. Barney Frank, D-Mass., chaired a congressional hearing recently which examined the fairness of the administrative hearings that are held to review alleged violations of federal fisheries laws.

Testifying before the Subcommittee on Administrative Law and Governmental Relations, which is chaired by Congressman Frank, were Malvin Kvilhaug of Fairhaven, owner of the fishing vessel Contender; New Bedford Attorneys Harvey B. Mickelson and David S. Barnet; and Thomas A. Campbell, General Counsel of the National Oceanic and Atmospheric Administration (NOAA), the government agency that is responsible for the National Marine Fisheries Service.

Reps. Jack Reed of Rhode Island, who represents the Point Judith area, and Don Edwards of California, also participated in the hearing.

Rep. Frank said that he decided to have the Subcommittee review the issue because of complaints that he had from people in the New Bedford area that the fisheries hearings are not always conducted fairly, and that fishermen have been punished arbitrarily.

"The fishermen are overwhelmingly very decent and

hardworking people," Rep. Frank said at the outset of the hearing. "People recognize the need for rules and regulations, but we have to

work out a way that the rules can be enforced fairly."

The Congressman said that the testimony strengthened the

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case for the establishment of a corps of administrative law judges who would operate independently of the agencies whose decisions they are called upon to review. Currently, one judge presides over all hearings on alleged fisheries act violations and that person is employed and supervised by NOAA.

Earlier this year, Rep. Frank's Subcommittee and the House Committee on the Judiciary approved legislation (H.R. 3910) which would have created such an independent judicial agency, but the bill was abandoned because of opposition by the Bush Administration. The Senate Committee on the Judiciary has approved similar legislation (S. 826).

"One reason that I'm for an independent administrative law judge corps is because the perception of independence is so important," said Rep. Frank. "I worry that we're reaching a point where the sense of fairness is so eroded that voluntary compliance is jeopardized."

"The fishermen are entitled to

an independent fact-finder," declared Atty. Barnet. "As it stands today, the system is incestuous. There is a commonality of interest when the rulemaking, enforcement, and hearing decisions all take place within the same agency."

Atty. Mickelson said that the Regional Counsel's office of NOAA had "used the power of strict liability and penalties and the threat of appearing before the administrative law judge, where everyone knows there is no chance, to force settlements on fishermen and processors."

Mr. Kvilhaug told the Subcommittee about the seizure of the Contender's 9,000-pound scallop catch in January by agents of the National Marine Fisheries service, who alleged that the scallops were undersized. The seizure and subsequent protest were widely reported at the time.

NOAA sold the catch for \$20,000, but gave the money back to Mr. Kvilhaug after it was determined that the sampling procedure was incorrect because the samples taken were not fairly

representative of the entire catch.

Mr. Kvilhaug told the Subcommittee that he lost \$15,000 of the total value of the catch because NOAA sold the scallops for \$3 per pound when the auction price was \$5.35. NOAA got two bids, one for \$3 and another for \$4 per pound, according to Mr. Kvilhaug, but for some reason cold the catch to the lower bidder.

NOAA General Counsel Tom Campbell said that the correct procedure would be to get three bids and to make the sale to the highest bidder. He said that he would investigate Mr. Kvilhaug's case and that he would use NOAA's authority to settle claims of up to \$3,000 to compensate Mr. Kvilhaug if the evidence supports his claim.

At Rep. Frank's request, Mr. Campbell agreed to report his findings to the Subcommittee and to analyze whether the \$3,000 ceiling on settlement authority was sufficient and to review other aspects of fisheries act enforcement.

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## OFFSHORE MARINERS ASSOCIATION UPDATES

WRITTEN BY HOWARD NICKERSON, EXECUTIVE DIRECTOR

### ARE FISHING INDUSTRY ASSOCIATIONS NECESSARY ?

There, seems to be a problem today, that is getting continually worse and I for one do not understand why. I have always felt that fishermen and their allied industry colleagues still feel the same way as they always have except for a limited few.

1. Being of a free spirit and quite independent, they don't want to attend State and Federal meetings. 2. They don't want to read government notices and papers and all that other gobbledygook, that really doesn't make sense. 3. They don't want to be bothered paying dues to any organization on a regulated basis. However, they can be overly generous, by giving a one shot donation if asked, and it entails none, of the above 1 thru 3, if they are convinced there is an immediate need for ACTION.

First of all, let me clear the air by stating for the record that I too was a fisherman for twenty-five years and I felt many of the same feelings as stated above. I came ashore however, because I felt that a strong fishermen's organization was needed in the Greater New Bedford Area. I could no longer stand to get shafted and be neglected all the time by the people I felt were getting paid to protect us, our industry and its future.

Today more than ever I believe that the commercial fishing industry has got to be united to stop this industry from going down the drain. We, need dedicated people willing to give (or get paid) for putting up a good fight to protest what we have.

I sincerely believe that it must and should be industry and it's people to be responsible to conserve and manage the resources available for the

catching.

The West Coast and Alaska has already reached that conclusion and industry works with the States and Federal Government to conserve and manage their resources, so I want to stick with the East Coast only at this time.

Give our industry a visible crisis and you can get a large crowd of fishermen and working boat owners together. They immediately want an Association, with officers and by-laws, to govern at the direction of the members. Let the immediate problem appear to be on the way to being solved or/and the Federal and State employees entrusted with fisheries, paying attention to the elected officers and perhaps their hired hand, the interest wanes rapidly. True, some members remain and honestly try to keep involved and support their organization financially.

Sure, there are a few organizations, that have stood the test of time and do a good job for their membership and their industry, but generally they are a one specie organization. I, however have talked to their salaried representatives and many days they can't understand why their membership does not grow, why they can't get more money into the treasury, why many times they have to dip into their pockets to pay their expenses in an effort to help out the organization. This is particularly true when the head honcho comes from the industry and not from government or management trained.

Since the 200 Mile Limit Law or as it is more popularly known, The Magnuson Act, and named for a true friend and U. S. Senator of all the fishing industry, where has the industry arrived ? How many good, well intentioned organizations have we seen formed, become effective and

yet gradually go backwards after a half dozen years or less. This happens mainly because of a lack of continuing interest and sometimes obviously, a lack of progress and continuity to get things done.

The problems however in my opinion have not been solved or gone away. The conservation and management of the resource has not been achieved. In some cases it's quite the opposite for some reason that are recognized but don't want to be talked about. This is in part because some people don't want to recognize the truth even though they see it or hear it. Industry is sick of going to lengthy, expensive and nonproductive meetings and I for one don't blame them. To sit and hear well meaning people jaw about the problem, but give very little time to the working fishermen/boat owner who has given up so much to be in attendance is not the way to go in my opinion.

I am firmly convinced that the commercial fishing industry needs their Associations more today than when the fight first started to get the 200 Mile Limit Act enacted to protect the resources from the foreign fleets.

Industry needs Associations and people to read, to study, and propose changes in the gobbledygook that comes down the pike in a continuous flow, which if not read and argued about becomes the Rules, Regulations and Laws that the commercial fishing industry is compelled to abide by.

Associations have to be recognized as a part of the cost of doing business as important as any other piece of equipment used to catch, process, and put a quality product into the hands of the consumer public.

I strongly believe that's what is holding back our industry recognition



and wallop here on the East Coast. Association executives can't get together and work out what's best for everybody and not just for the favored few. We don't have to like each other although that would be nice if it could happen. We do need however to have mutual respect for each other, for the problems of our membership and be able to work together for the common goal of resource conservation and management.

There are many other areas that we the Associations and their hired hands should be working cooperatively towards: higher prices in the marketplace, quality products only, seafood/shellfish advertising and educational efforts with the emphasis on product of U.S.A., and getting our share of Research and Development funds from the federal and state governments. Of vital concern to me is "Are we paying high insurance premiums to pay off the claims of Lloyds of London foreign merchant vessels? I think so.

The most important area that fishing associations neglect is the political scene. We should have political Action Committees with funds and events to support those candidates or elected officials that are willing to be our friends and support our needs and problems.

That is one of the major reasons I believe that we need large membership organizations because politicians look kindly on support

other than financial, workers too are important as well as association memberships that register their families, friends and VOTE.

As family health and medical costs are a problem, so should we be insuring our people in group plans. Why should five associations have five different plans with five different carriers, instead of one plan and one carrier or worse yet no plans at all.

We do not have anywhere enough seminars run by ourselves on those subjects of vital concern and perhaps cost saving factors to benefit the industry. I don't intend to knock anyone providing a service of putting on seminars but many times they are repetitious and not timely on subjects of concern or interest.

We need better input and relationship with the U.S. Coast Guard. Prior to their starting new activities it would save a lot of grief sometimes if they could call a meeting, or us at their request to discuss what's coming up or what's new that we don't know about until they start boarding vessels.

Marine Pollution: This is the most neglected problem facing our future because of a lack of a coordinated effort on the part of most commercial fishing industry organizations, their leadership and their membership.

Congressman Studts, is doing a good job on plastic pollution but he cannot do it alone. Likewise, there are many other forms of marine

pollution, one which is Ocean Dumping. Because medical waste hit the beaches, particularly in the New York and New Jersey areas, the news media jumped on the case of ocean dumpers, and we saw some action in the Congress. Had the medical wastes gone offshore or into the canyons, we probably would not have won our case against ocean dumping.

Sadly lacking is any discussions with the Canadians by the New England fisheries associations about a few subjects vital to the U.S. fishermen and surely of concern to the Canadians.

A few years ago there was an organization called (ICNAF) the International Commission for the Northwest Atlantic Fisheries which had as one of its offshoots, a Fishing Industry Advisory Committee to ICNAF from the U.S.A. which attended the annual meetings held in the various countries who were members of ICNAF. We also held meetings with the National Marine Fisheries Service and the U.S. State Department. I believe that we served a very useful purpose at that time.

That's just another major reason for strong fisheries organizations working together with U.S. Government and other World powers.

You the members of the commercial fishing industry need the Association with a strong membership, numerically, and a strong treasury to boot! That's how things are done.

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# Coast Guard Reports

*Provided as a courtesy of CG First District, Boston*

Sept. 4, 1992/ 11:15 AM

Coast Guard Operation Center was notified of a possible overdue case involving a 42' Wellfleet F/V overdue on a trip to Virginia. The vessel departed Wellfleet on August 27th and was due to arrive in Virginia four days later. The owner and operator of the vessel is a 62 year old diabetic male, described as an experienced sailor. The purpose of the transit was to transfer ownership of the vessel to a recent buyer. The last confirmed sighting of the vessel was at the Cape Cod Canel on August 27th. The operator has not been in contact with his family since his departure. A massive search was conducted by aircraft and vessels from Cape Cod to Virginia. On September 13th the search was suspended pending further developments.

September 4, 1992/ 9:45 AM

The F/V Westport, a 98' vessel out of New Bedford called for medical assistance from 50 miles east of Provincetown. It was requesting assistance for a 25 year old crewmember who was experiencing severe abdominal pain. The flight surgeon was briefed and recommended a medevac. A helicopter successfully hoisted the patient to Cape Cod Hospital.

September 5, 1992/ 9:22 AM

The New Bedford based F/V Lisbon called for assistance 90 miles east of Chatham where it was disabled with an engine failure. A mariners assistance broadcast was issued with negative response. The owner was contacted and attempted to arrange for commercial assistance with no results. The cutter Monomoy was dispatched and took the vessel in tow to the vicinity of Nantucket. The tow was transferred to the commercial tug, Jaguar.

September 5, 1992/ 9:40 AM

Coast Guard Station Woods Hole copied a call on Channel 16 stating, "Mayday Mayday". No directional find was obtained and there was no response to immediate Coast Guard call backs. There was no response to an urgent marine broadcast or other reports of distress in the area.

September 5, 1992/ 8:46 PM

The Coast Guard Cutter Forward called for medical assistance 40 miles east of Provincetown regarding a 29 year old crewman who was experiencing severe chest pains. The flight surgeon was consulted and recommended that the patient be medevaced. The patient had been administered nitroglycerin as per the flight surgeon's instructions and was

apparently suffering from cardiac ischemia. The patient was transferred to Cape Cod Hospital.

September 6, 1992/ 4:29 PM

The 84' scalloper F/V Resolute called for assistance after its engine cooling system became inoperative and they were unable to start the engine. There was no response to mariners assistance broadcast and a cutter was sent to take the vessel in tow to Woods Hole. The vessel was 70 miles southeast of Chatham.

September 8, 1992/ 2:07 PM

The 88' stern trawler F/V Angela Marie became disabled 80 miles east/northeast of Chatham. The vessel was disabled with broken reduction gear. A mariners assistance broadcast was issued with negative response. The vessel was put on a two hour communication's schedule and a cutter was sent from Woods Hole at 6:00 AM the following morning. The vessel was taken in tow to Provincetown and was relieved by the F/V Capt. Joe.

September 8, 1992/ 10:15 PM

Coast Guard Operation Center received a 243 MHz emergency signal coming from the vicinity of 50 miles east/northeast of Provincetown. No Coast Guard or naval units were

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operating in the area. A Coast Guard Aircraft was launched to investigate. The aircraft conducted an electronic search of the area, but heard nothing. No further signals were received.

September 10, 1992/ 6:29 AM

At approximately 1:55 AM the Coast Guard Cutter Forward observed a radar contact that appeared to be operating 1800 yards inside the Canadian Line. The courses and speeds indicated that the contact was fishing. As the cutter closed toward the contact, it appeared that there were two vessels and they both altered course to the west and increased speed. Both vessels were operating with navigational and deck lights extinguished. Both vessels slowed and eventually answered the cutter's hail on channel 16 once they were well inside U.S. waters and had energized their lights. The boarding

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team found that on the F/V Warrior there was 8,000 lbs of shucked scallops, 600 lbs of unshucked scallops, 1,000 lbs of yellowtail, 1,500 lbs of monktail all valued at approximately \$40,893. The other vessel was the F/V Settler which had 3,000 lbs of shucked scallops, 10,000 lbs of unshucked scallops, 1,000 lbs of monktails, 1,500 lbs of flatfish,

valued at approximately \$14,530. A catch seizure request was made and was granted by the Coast Guard District Commander. Two other Coast Guard Cutters were directed to escort the vessels back to New Bedford where the case was to be turned over to the National Marine Fisheries Service.

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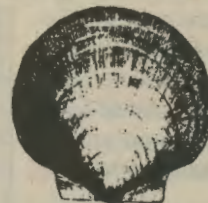
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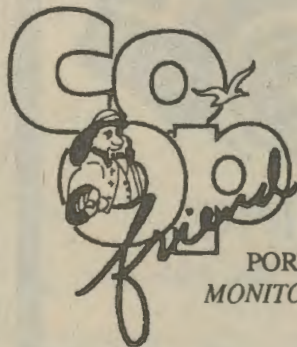
# SCALLOP LANDINGS



|                               |                                 |                    |
|-------------------------------|---------------------------------|--------------------|
| Monday, September 21, 1992    | <i>No Scallopers At Auction</i> | 14 vessels in port |
| Tuesday, September 22, 1992   | <i>No Scallopers At Auction</i> | 3 vessels in port  |
| Wednesday, September 23, 1992 | <i>No Scallopers At Auction</i> | 2 vessels in port  |
| Thursday, September 24, 1992  | <i>No Scallopers At Auction</i> | 8 vessels in port  |
| Friday, September 25, 1992    | <i>No Scallopers At Auction</i> | 7 vessels in port  |
| Monday, September 28, 1992    | <i>No Scallopers At Auction</i> | 13 vessels in port |
| Tuesday, September 29, 1992   | <i>No Scallopers At Auction</i> | 4 vessels in port  |
| Wednesday, September 30, 1992 | <i>No Scallopers At Auction</i> | 6 vessels in port  |
| Thursday, October 1, 1992     | <i>No Scallopers At Auction</i> | 4 vessels in port  |
| Friday, October 2, 1992       | <i>No Scallopers At Auction</i> | 7 vessels in port  |

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IS A FRIEND OF THE  
NATION'S NUMBER  
VALUE PORT

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## SPECIAL SUPPLEMENT:

# The Port Of New Bedford Represented At FISH EXPO '92

The port of New Bedford is being represented at this year's FISH EXPO '92 at the Bayside Exposition Center in Boston on Thursday - Friday, October 15 & 16 from 10:00 am 6:00 pm and Saturday, October 17 from 10:00 am -5:00pm

The port's booth is sponsored by the Friends of the New Bedford Seafood Co-Op, The Co-Op, the Mayor's Office, the Harbor Development Commission, the American Scallop Association, the New Bedford Area Chamber of Commerce, as well as the following:

- Joseph De Ritis, ECONOMIC DEVELOPMENT CENTER
- Harvey Mickelson, SEAFOOD DEALERS ASSOCIATION
- Fred Kalisz, NEW BEDFORD CITY COUNCIL
- Gary Golas, Editor/Publisher, THE BARNACLE MAGAZINE

are invited to co-host the port of New Bedford's booth.

Also co-hosting is Co-Op Gus, the mascot of the New Bedford Seafood Co-Op. A costume character as well as a part of the Co-Op's logo and corporate identity, Gus will appear, smiling as always, in his yellow Slicker and black boots,

As hosts of New Bedford's booth, at the world's largest commercial fisheries show, everyone

is demonstrating the Co-Op's Strength-Through-Unity theme to the benefit of the whole port and the industry. The booth is part of the Friends of the Co-Op program. The program is a way for non Co-Op members and allied and associated individuals and businesses to support and participate in the Co-Op's Fisheries Representation Division.

According to a Commercial Fisheries News, August 19,1992,

investments in the industry and we are trying to look ahead..."

John K Bullard, Co-Op Fisheries Representation Director, believes that, "FISH EXPO is an opportunity for New Bedford's fishing community, through the Co-Op, to exchange information and ideas with fishermen from all over the country. Next year will be a critical year as Congress votes to authorize the Magnuson Act, the

Marine Mammal's Protection Act and the Endangered Species Act. It has never been more important for the industry to speak with one voice. To that end, the Co-Op is participating in beginning a national organization — The American Seafood Harvester's Association. They will hold an Organizational meeting (TBA) at FISH EXPO."

New Bedford's Mayor Tierney believes the city's involvement is crucial. She states, "New Bedford owes a great debt to the fishing industry and the men and woman who have worked so hard to make us the number-one, dollar-value port. It's time to show pride in this industry by taking part in

FISH EXPO. We will continue to demonstrate support for the industry which has given so much to New Bedford.

Although part of the delegation's purpose is to recognize the port's number one status, the prized position is only a stepping stone. Yes, the port has acquired

### Commercial Fishery Landings and Value At Port Of New Bedford

| VALUE           |       | QUANTITY       |       |
|-----------------|-------|----------------|-------|
| Million Dollars |       | Million Pounds |       |
| *1991           | 157.7 | 1991           | 106.4 |
| *1990           | 160.4 | 1990           | 114.6 |
| *1989           | 141.0 | 1989           | 90.4  |
| 1988            | 140.9 | 1988           | 90.3  |
| *1987           | 143.7 | 1987           | 78.7  |
| *1986           | 106.0 | 1986           | 65.8  |
| *1985           | 103.2 | 1985           | 90.6  |
| *1984           | 107.7 | 1984           | 99.5  |
| *1983           | 109.2 | 1983           | 111.5 |
| 1982            | 83.3  | 1982           | 94.9  |

\* New Bedford as the nation's number-one, dollar-value port

New Bedford feature article, "This is an incredibly challenging time for the industry," said Co-Op Vice President Jerry Wheeler, "The Co-Op is becoming pro active in our response. The future of the fleet depends on our action, and so does the future of the region, We are intensely concerned about our



number one dollar- value status eight out of the past ten years, but more importantly, the port is home to the largest fishing fleet on the East Coast, has the most protected harbor in New Bedford and is one of the best serviced harbors in the Northeast, for commercial as well as pleasure craft.

Strength-Through-Unity is a theme that can be well embraced by all of the port. The theme's impact ranges from open recognition of New Bedford's number-one status port in value, to the development of its leadership position in the representation of the port and New England's fishing industry interests.

"On June 29 the New Bedford Seafood Co-Op celebrated its 35th anniversary. The gala was an opportunity to reflect on a history that has made the New Bedford association one of the region's oldest fishing industry cooperatives. But more than anything else, it was a time in which the Co-Op and its supporters were looking ahead at the organization's emerging regional leadership role, typified by the formation of its Division of Fisheries Representation." Commercial Fisheries News (August issue, 1992)

The port of New Bedford's booth represents a proud, historic, bustling and leading port. New Bedford is one of the most famous seaports in the world and is being showcased with assistance from city government, as well as allied and associated businesses, individuals and organizations, who have a vested interest in the city's commercial fishing industry.

The booth's theme emphasizes the Co-Op's slogan, Strength-Through-Unity. "The New Bedford Seafood Co-Operative Association is proud to be part of the port of New Bedford's continuing success.

It is the Co-Op's goal to unite not only the port of New Bedford but also the city of New Bedford. We believe that in this relationship, each

is closely dependant on the other for its survival; they are inseparable," according to Jerry Wheeler, Executive Vice-President of the

## PORT OF NEW BEDFORD STATISTICS

Dollar Value of fishing Industry \$157,664,656.00

Number-one, dollar-value port 8 out of the past 10 years

Largest fishing fleet in New England

Largest fishing fleet on the East Coast

280 vessels registered in port of New Bedford

412 vessels overall including interstate southern vessels

- 190 Draggers
- 155 Scallopers
- 35 Drift and Gillnetters
- 16 Longliners

Employs over 2,155 fishermen

Over 200 industry services specialists servicing the harbor

- Radio/Navigational Electronics
- Splicers/Riggers
- Welders
- Marine Supplies
- Pump-out Services
- Fuel
- Engine Sales, Service and Repairs
- Prop/Haul Repair
- Rail/Lift Service
- Grub
- Ice
- Stevedoring/Lumping

Over 75 Processors and Wholesalers

Most protected anchorage in New England

- Hurricane dike built in 1966
- Harbor protected by tidal surges
- 4,600-foot barrier; 150-foot wide gate with 2 knot tidal flow in either direction
- Most recently tested in 1991 by Hurricane Bob, saved harbor millions of dollars in damages
- Harbor entrance at hurricane dike gate is 12.5 nautical miles southeast of Mattapoisett Harbor; 4.8 nautical miles northeast of Apponagansett Bay breakwater and 12.7 nautical miles north of Cuttyhunk Harbor

### Navigational Statistics

Use NOAA Chart 13229 (1:40,000), 13230 (1:40,000) and 13218 (1:80,000)

Mean Tidal Range 3.7-foot

30-foot deep channel leading into the harbor

Longitude: 70°54'W Latitude: 41°30'N

### Radio/Telephone Statistics

VHF 24, 26, 87; ID; New Bedford Marine Operator

New Bedford Seafood Co-Op monitoring Channel 11

Coast Guard monitoring Channel 16 or 21



New Bedford Seafood Co-Op.  
John K. Bullard, Director of  
Fisheries Representation Services,

believes, "Fish Expo Is an  
opportunity for the port of New  
Bedford to be recognized as the

leader it has always been. And, how,  
by its present involvement in  
fisheries representation issues, it is  
able to bring about solid leadership  
and representation for not only this  
port, but also for others as well, in  
the face of mounting change from  
government regulations."

## Specific Contacts For Specific Interests

John K. Bullard, Director of Fisheries Representation Division  
NEW BEDFORD SEAFOOD COOPERATIVE, INC.,  
Co-Op Wharf, New Bedford, MA 02740  
Tel. (508) 993-9926 Fax (508) 993-9965

Jerry Wheeler, Executive Vice-President  
NEW BEDFORD SEAFOOD COOPERATIVE, INC.  
CoOp Wharf New Bedford, MA 02740  
Tel. (508)993-9926 Fax (508)993-9965

Brian Veasy,  
AMERICAN SCALLOP ASSOCIATION  
P O Box 8933, New Bedford, MA 02740  
Tel. (508) 991-5700

James Mathes, President  
NEW BEDFORD AREA CHAMBER OF COMMERCE  
P O Box G-827, New Bedford, MA 02742  
Tel (508) 999-5231

Rosemary Tierney, Mayor  
CITY OF NEW BEDFORD  
133 William Street, New Bedford MA 02740  
Tel (508) 979-1410

Martin Manley, Executive Director  
HARBOR DEVELOPMENT COMMISSION  
Wharfinger Building, Fisherman's Wharf New Bedford MA 02740  
Tel (508) 993-1770

Joseph De Ritis,  
ECONOMIC DEVELOPMENT CENTER  
133 William Street, New Bedford MA 02740

Harvey Mickelson,  
SEAFOOD DEALERS ASSOCIATION  
30 Cornell Street, New Bedford, MA 02740  
Tel: (508) 993-8800

Howard Nickerson, Executive Director  
OFFSHORE MARINERS ASSOCIATION  
114 MacArthur Drive, New Bedford, MA 02740  
Tel (508) 990-1377

Maria Kilshaw, President  
OFFSHORE MARINERS WIVES ASSOCIATION  
114 MacArthur Drive, New Bedford, MA 02740  
Tel (508) 990-1377

Paul Swain, Resource Statistics Division  
NATIONAL MARINE FISHERIES SERVICE  
Custom House, New Bedford, MA 02740  
Tel (508) 994-9200

### *What Makes The Port Of New Bedford The Nation's Number-One Port in Value?*

According to Bullard, "Our  
port's most important product, as  
represented by the Co-Op, is the  
example it sets for others within the  
fishing industry. The Co-Op expects  
to set an example of how the fishing  
industry can represent itself and  
operate safely and wisely in  
relationship to the environment and  
the government. Because, an  
industry that is responsible and self-  
regulated requires less government  
intervention and regulation."

"FISH EXPO attendees will be  
given the opportunity to learn more  
about the port of New Bedford's  
role in the fishing industry. Our  
booth will offer first-hand  
information and prepared literature  
provided by our co-hosts. The Co-  
Op will provide an example of how  
a port, whether large or small, can  
unite to voice its position, can go  
forth to promote its views and can  
become involved as an industry  
leader to both assure and insure the  
continuity of the fishing industry,"  
said Co-Op's Jerry Wheeler.

### *The World Famous Port Of New Bedford, A Closer Look*

New Bedford's metropolitan  
nature is composed of a well-  
balanced mix of old and new, land  
and sea, fish and man, native and  
immigrant, and so it goes

As can be assumed, the first  
industries to develop in New



Bedford were whaling and ship building. It is here, the Coast Guard Academy. It is here, within sight of this harbor, the First Naval Battle Of the American Revolution was fought. And, it is here, during the early eighteen hundreds, that New Bedford become a world-famous whaling city and America's leading whaling port.

The Whaling era fostered the growth of the waterfront and what is now known as New Bedford's historic district and County Street in the 1760's by a man named Joseph Rotch, the Father of New Bedford's industrial whaling fishery. Rotch, already successful Nantucket whale merchant, expanded his business by moving to New Bedford. Buying ten acres of land along the shore of the deep Acushnet River, he was able to build ships capable of longer whaling voyages, enabling Now Bedford to surpass Nantucket's success and go forth to become the whaling capital of the world.

Herman Melville immortalized this era and this city in the American classic, Moby Dick as he wrote of New Bedford in 1861: *"The town itself is perhaps the dearest place to live in, in all New England. Nowhere in all America will you find more patrician-like houses; parks and gardens more opulent, than in New Bedford. Whence came they? All these brave houses and flowery gardens came from the Atlantic, the Pacific and Indian Oceans. One by one they were harpooned and dragged up hither from the bottom of the sea."*

Ironically, it was here that crude oil was first distilled. As whaling declined New Bedford's industrial age began to flourish, toward the end of the nineteenth century. During this time, the textile industry became the mainstay of New Bedford's economy.

Through out the industrial period, New Bedford's connections to the sea remained strong with the first wave of immigration coming from Portugal, the Azores and Cape Verde Islands.

The post-World War II era transformed New Bedford into a major fishing port. Today, New Bedford is the nation's number-one port in value. The New Bedford waterfront is as alive, working and famous, today, as it was in its former whaling- port days.

Today, operating on the very site of Joseph Rotch's whaling business, stands the New Bedford Seafood Cooperative Association's modern headquarters. The Rotch family's influence still pervades on the New Bedford waterfront. A direct descendant of Joseph Rotch is Director of Co-Op Fisheries Representation John K. Bullard. Bullard feels, "The Co-Op is the center of today's fishing industry activities, adding to the continuing tradition and strength of the port's maritime heritage.

South and North Terminals are vital fish processing centers for New Bedford's sea harvest, while international ships unload their cargo at New Bedford's piers.

New Bedford remains a seaport — bustling and proud — receiving its wealth and fame from the sea. New Bedford is very much alive!

The port of New Bedford and its co-host want to raise the level of awareness and respect for the efforts of all involved in the promotion of the port of New Bedford at FISH EXPO '92. "We need to assure that our fleet size and dollar-value ranking lend credibility to our ability to lead the way. We require recognition of our leaders, who accept the industry's challenges and enable us to not only represent our port, but also set example for the

New England fishing industry," said New Bedford's Mayor Tierney.

According to Wheeler, "We want to be recognized by the media and seekers of fishing industry information as the source to turn to. The Port of New Bedford has the history, knowledge, Status, resource and ability to lead the way for the entire fishing industry."

### ***Calling all Friends of the Fishing Industry***

The New Bedford Seafood Co-Op has formed a new program called Friends of the Co-Op Fisheries Representation Division. Now, through the Division's program, community members outside the fishing industry are able to effectively raise their voices in support of the port of New Bedford and other ports, as well as the entire fishing industry.

As part of the Co-Op's Division of Fisheries Representation, the Friends program will formally involve non Co-Op members into representation activities. Friends of the Co-Op membership is open to individuals and businesses affiliated with or affected by the fishing industry.

Friends of the Co-Op will be able to contribute to the Co-Op's decision- making process. The objective is to involve Friends in the building of a strong fishing economy, benefitting the entire community and industry

The new program was unveiled earlier this year at the Co-Op's 35th anniversary celebration. "The fishing industry isn't dying," said John K. Bullard, Director of Fisheries Representation, "and, it isn't just a tourist attraction; it is a vital element of this region's economy with a powerful impact on our area's businesses."

The new program recognizes



the fishing industry and its influence on New Bedford and New England's economy. By sharing responsibility for that influence, the program will allow Friends to shape the Industry, every port and every fleet's future.

"The Co-Op expects to add on to the Friends program at FISH EXPO '92," according to Jerry Wheeler. For more information, please contact John Bullard, New Bedford Seafood Co-Op at (508) 993-9926.

### **ATTENTION COMMERCIAL FISHERMEN: Your Strength is Our Unity!**

The New England fishing industry requires information — From YOU About YOU and About YOUR Business - fishing!

Many factors and factions have evolved that can and will impact our Industry. Regulations are currently being considered that will change or eliminate your business.

Strength Through Unity is just the beginning. However, voicing your opinions, alone, is not enough. To influence the government, we need numbers and statistics. When you request and complete the Friends of the Co-Op Fisheries Representation Survey, you will give us the information we need to help shape all of our futures.

Navigation and electronic gear help us to

communicate at sea — this survey (your voice) will help all of us communicate on land. Why? Because information is knowledge and knowledge is power. Your response is vital and can be very beneficial to all of us as individuals

and as an industry.

Please fill out the request coupon today. Or, call John Bullard at (508) 993- 9926 or visit booth #552 at FISH EXPO '92 and ask for more information about our survey. Thank you.

## **MORE IMPORTANT STATISTICS**

### **\* Total Population New Bedford —99,922**

45.1% Portuguese

11.0% French

9.9% English

8.5% Irish

### **\*Total Population Massachusetts — 6.01 million**

26.1% Irish

15.3% English

14.1% Italian

10.6% French

5.9% Polish

4.8% Portuguese

*\*\*\*people could list more than one ethnic group -(figures taken from the U.S. Census Bureau)*

### **\* Distance From Boston: 50 Miles South of Boston**

### **\* Driving Time To Boston: One hour driving time**

### **\* Other Major Points —**

45 Minutes to Providence

One hour to Hyannis

2 Hours by boat to Cuttyhunk and Marthas Vineyard

20 minutes by commuter plane to Nantucket and Martha's Vineyard from New Bedford Municipal Airport

### **\* What's In Our City —**

New Bedford Whaling Museum

Historic Seamen's Bethel

Revitalized historic downtown district

Zeiterion Theatre — the largest performing arts center in Southeastern Massachusetts

Home port of the Schooner Ernestina — National Landmark

### **\* About Our City**

New Bedford is the fourth largest city in Massachusetts

New Bedford is an historic whaling city and whaling capital of the world number one, dollar-value fishing port 8 out of the past 10 years largest fishing fleet in New England

Largest fishing fleet on the East Coast

280 vessels registered in port of New Bedford

412 vessel overall including itinerate southern vessels

### **\* Annual Events/Function;**

The New Bedford Seafood Festival

The Blessing of the Fleet

The Fishermen's Memorial Service

The Whaling City Festival

The Madeira Feast

The Feast of the Blessed Sacrament

### **\* Mayor: Hon. Rosemary Tierney**

### **\* Form Of Government: Mayor And 11 Member City Council**



# DRAGGER LANDINGS



Mayflower 14,000/ Isabel S 17,000/ Niagara Falls 12,300/ Nauset 8,800

**TOTAL 52,100 LBS**

**September 21, 1992**

**Monday**

100 lbs  
20,000 lbs  
34,000 lbs  
4,000 lbs  
300 lbs  
200 lbs  
2,000 lbs

Haddock Scrod 1.00  
Cod Large 1.00-1.25/ Markets 1.00-1.25/ Scrods .85-1.25  
Channel Flounder Large 1.20-1.65/ Small Blackbacks 1.15-1.55 / PW .80-1.50  
Dabs Large 1.10/ Small 1.00/ PW .80  
Greysole Large 1.50/ Small 1.10/ PW .80  
SandDabs .60  
Yellowtail 100-120 count 1.60 / 160-180 count 1.30

Sancor 19,400/ United States 14,100/ Luzo American I 14,000

**TOTAL 47,500 LBS**

**September 22, 1992**

**Tuesday**

16,000 lbs  
2,500 lbs  
17,000 lbs  
5,000 lbs  
300 lbs  
800 lbs  
1,000 lbs  
3,500 lbs

Cod Large & Markets 1.30-1.50/ Scrods 1.00-1.50  
Georges Lemonsole 1.50/ Large BB 1.50 / Small Blackbacks 1.30  
Channel Flounder Large 1.30-1.60/ Small Blackbacks 1.25-1.50 / PW .60-1.00  
Dabs Large 1.00/ Small .90/ PW .80  
Greysole Large 1.50/ Small 1.20/ PW .80  
Pollock .60  
SandDabs .20-.50  
Yellowtail 100-120 count 1.00-1.20 / 160-180 count .80-1.00

Iberia II 16,000/ Narragansett 16,100/ Valkyrie 16,100/ Josh & Jake 11,300 / Galaxy 8,500/ Galicia I 15,000/

Shelagh K 20,500

**TOTAL 103,500**

**September 23, 1992**

**Wednesday**

39,000 lbs  
12,000 lbs  
32,000 lbs  
5,000 lbs  
1,000 lbs  
1,000 lbs  
13,000 lbs

Cod Large & Markets .80-1.30/ Scrods .80-1.20  
Georges Lemonsole 1.80/ Large BB 1.40-1.70 / Small Blackbacks 1.20-1.40/ PW .80-1.00  
Channel Flounder Large 1.30-1.50/ Small Blackbacks 1.30-1.50 / PW .60-1.50  
Dabs Large 1.05/ Small .90/ PW .60  
Greysole Large 1.75/ Small 1.00/ PW .40  
SandDabs .40  
Yellowtail 100-120 count 1.05 / 160-180 count 1.05

Lucimar 13,500/ Fisherman 14,900/ Buenos Aires 14,300/ Blue Seas II 12,600/ Neves 13,000/ Senhora Viagem 9,700/  
Elizabeth 9,700/ Sunflower 12,800

**TOTAL 100,500 LBS**

**September 24, 1992**

**Thursday**

150 lbs  
23,000 lbs  
7,000 lbs  
13,000 lbs  
14,000 lbs  
2,000 lbs  
400 lbs  
41,000 lbs

Haddock Large 1.50  
Cod Large , Markets & Scrods 1.20-1.60  
Georges Lemonsole 1.40-1.60/ Large BB 1.00-1.40 / Small Blackbacks 1.00-1.20  
Channel Flounder Large 1.10-1.30 / Small Blackbacks 1.00-1.10 / PW .60-1.10  
Dabs Large 1.00-1.05/ Small .85-.90 / PW .70  
Greysole Large 2.00/ Small 1.50  
SandDabs .20-.40  
Yellowtail 100-120 count 1.30-1.50 / 160-180 count .80-.90

Voyager I 11,600/ Marlu 11,000/ Sao Paulo 8,100/ Xiphias 10,500/ Santo Antonio 9,300/ Rams 10,000

**TOTAL 52,100 LBS**

**September 25, 1992**

**Friday**

10,000 lbs  
6,000 lbs  
18,000 lbs  
1,000 lbs  
100 lbs  
2,000 lbs  
36,000 lbs

Cod Whale .80/ Large & Markets .80-1.25/ Scrods .60-1.25  
Georges Lemonsole 1.20/ Large BB 1.00-1.40/ Small BB 1.00-1.30 / PW .60  
Channel Large BB 1.20/ Small BB 1.00-1.20/ PW 1.20  
Dabs Large .90 / Small .70 / PW .50  
Greysole .50  
SandDabs .50  
Yellowtail 100-120 count 1.00-1.50 / 140-160 count .90/ 160-180 count .80-.90



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Unloading

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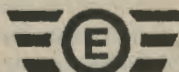
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Dockside Repairs, Inc.



(508) 993-5300 14 HERVEY TICHON AVE. (508) 993-6760  
New Bedford, MA 02740



Calypso 10,200/ Linda & Ilda 3,200/ Caravelle 18,500/ Lady Laura 8,400/ Ana Palmira 6,900/ Atlantic Star 11,700  
TOTAL 58,900 LBS

**September 28, 1992**  
**Monday**

10,000 lbs  
11,000 lbs  
10,000 lbs  
3,000 lbs  
100 lbs  
4,000 lbs  
19,000 lbs

Cod Large .90-1.30/ Markets .90-1.40/ Scrod .89-1.40  
Georges Lemonsole 1.20-2.00/ Large BB 1.20-1.75/ Small BB 1.20-1.60/ PW 1.00-1.10  
Channel Flounder Large 1.70 / Small BB 1.60  
Dabs Large 1.10/ Small 1.00/ PW 1.00  
Greysole Large 1.00  
Sand Dabs .30-.80  
Yellowtail 100-120 count 1.35 /160-180 count 1.10

Bonansa 11,600/ Sea Siren 12,300/ Costa Corvor 8,000/ Chain 15,600

TOTAL 47,500 LBS.

**September 29, 1992**  
**Tuesday**

12,000 lbs  
10,000 lbs  
10,000 lbs  
300 lbs  
20,000 lbs

Cod Large .80/ Markets & Scrod .80-2.10  
Georges Lemonsole 2.00-2.25/ Large BB & Small BB 1.60-2.20/ PW 1.00  
Channel Rounder Large & Small BB 1.75/ PW 1.00  
Sand Dabs .60  
Yellowtail 100-120 count 1.25-1.50 /160-180 count .95-1.35

Seel 13,000  
TOTAL 13,000 LBS.

4,000 lbs  
9,000 lbs

Cod Large, Markets & Scrod 1.50  
Georges Large BB , Small BB & PW 2.00

**September 30, 1992**  
**Wednesday**

Isabel \$ 20,000  
TOTAL 20,000 LBS.

**October 1, 1992**  
**Thursday**

15,000 lbs  
5,000 lbs

Cod Large & Markets 1.60/ Scrod 1.50  
Channel Rounder Large , Small BB & PW 1.75

Shannon III 11,400  
TOTAL 11,400 LBS.

**October 2, 1992**  
**Friday**

3,000 lbs  
8,000 lbs

Cod Large & Markets & Scrod 2.35  
Channel Flounder Large 1.35 / Small BB 1.25 / PW 1.20



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selection of  
Scandinavian Goodies**

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Old Fashioned Quality General Store

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8-4 Monday-Friday 8-1 Saturday







## Sprint...To The Finish Groundfish Plan Responds To New Bedford

*Written By John K. Bullard, Director of Fisheries Representation,  
New Bedford Seafood Co-Op*

The Groundfish Oversight Committee of the New England Fishery Management Council (NEFMC) agreed to two provisions of critical importance to New Bedford fishermen at their meeting on September 29th in East Boston. They voted to include provisions in the draft public hearing document that will allow 5 1/2" mesh in southern New England. They also agreed to let scallopers continue fishing in Area II.

The mesh provision was the subject of intense debate. The New Bedford delegation, supported by fishermen from Point Judith, had argued that the southern New England fishery is fundamentally different from that of northern New England in that yellowtail flounder is the predominant species. Preliminary mesh studies suggest that going to 6" mesh right away would virtually end yellowtail fishing. The Industry Advisors, comprising fishermen from all over New England, ultimately agreed to this principle, primarily in the interest of unity among fishermen.

To separate the two areas it is necessary to draw a line. New Bedford had argued that the line be north of Georges Bank. The Advisors located it essentially in the Great South Channel, along the 13800 Loran line. The Oversight Committee decided to move it even further west -- establishing a management line at 70 degrees west, south from Nantucket. East and north of that line, the plan increases the minimum mesh size to 6". West of that line the minimum mesh size will be 5 1/2" for one year only. After that the minimum will be 6" throughout the regulated area.

The motion to establish the line and allow 5 1/2" mesh was made by Art Odlin of Maine and supported by Frank Mirachi of Massachusetts and Barry Gibson of Maine. In discussion, Ellie Dorsey, representing the Conservation Law Foundation, argued eloquently in favor. They all deserve our thanks and appreciation. The vote was 3 - 2.

The Oversight Committee also

decided, after heated debate, to permit scallopers to continue scalloping in Area II, although they reduced the haddock bycatch to zero. Area II is a haddock protection area of almost 2200 square miles that runs west from the Hague line over a large portion of Georges Bank. In debate, Vaughn Anthony, from the Woods Hole Science Center, pointed out that there is no biological reason to prevent scalloping. He said that the fish release their spawn into the water column and would not be disturbed by scallop dredges. Lt. David Dickey from the Coast Guard assured the Committee that they can continue to enforce the Area II closed area as they do now, with scalloping permitted.

The Groundfish Advisors argued strongly against this measure. Indeed, this issue splits the New Bedford fleet and members of the Co-Op. It has the potential to be quite divisive. The fires have been fanned by a few stories of scallopers deliberately targeting groundfish that are denied to

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Here are two delightful new picture books for young children. Ms. Carney-Muldoon, who has family ties to both New Bedford and Mattapoisett, will start the morning off reading books aloud and talking with children about colors and numbers. Fun for all!

**Thursday, October 22, 6-8 p.m.**

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draggers. The zero bycatch provision should stop that, but we must still be careful to work out these differences in ways that do not weaken our resolve to remain united.

The Groundfish Oversight Committee is determined to get a plan out to public hearing as soon as possible. Chairman Joe Brancalone has set a very ambitious timetable. The immediate schedule is as follows:

October 7 0900  
Oversight, Holiday Inn Mansfield  
October 8 0900  
Oversight Holiday Inn Mansfield  
October 13 0930  
Advisors East Hotel Waltham  
October 14 0900  
Oversight East Hotel Waltham  
October 20-21  
NEFMC Kings Grant Danvers

If you have questions on any of this or want to give advice on future strategy, please call me at 993-9926. You are always welcome to attend any of these meetings and the Co-Op is happy to provide transportation.

### ***Shell Stocking***

On another topic, the recent seizure of small scallops that had supposedly come from legal sized shells has raised the issue of shell stocking once again. I talked with Chuck Juliand from NOAA's Office of the General Counsel to get clarification. Any scallop that meets the 3 1/2" minimum shell height is legal. If a vessel stocks scallops in the shell and does not shuck at sea, then the shell height and not the meat count controls.

Therefore, theoretically, scallops that would not meet the meat count may be legally landed.

However, in practice this is not as attractive an option as it may first appear. If enforcement agents find scallops anywhere that do not meet the meat count standard, then the burden is on whoever possesses those scallops to prove they came from legal size shells and were not shucked at sea. This leaves open the possibility that someone who legally lands unshucked scallops that are 3 1/2" or greater in height may still be prosecuted if those scallops are shown later to be smaller than 33 count. Mr. Juliand warned that you could be innocent and still prosecuted and fined. If you are considering this option, please be aware of the risks.

### ***Congress In 1993***

Finally, next year promises to be a very active one in Washington. Congress will vote on a number of Reauthorization bills that have significant impact on fishing, including the Magnuson Act, the Marine Mammal Protection Act, the Endangered Species Act and the Interjurisdictional Fisheries Act. Commercial fishermen will be targeted by both environmentalists as well as the administration at NMFS. I'll have more on this in the next issue, but I want to make two points now. First, the Groundfish and Scallop plans that we are currently working on may be our last opportunity to demonstrate that commercial fishermen have the vision and determination to make the difficult choices necessary to manage our fish stocks back to health. If we lack the necessary resolve to do this, our participation

in this process may be sharply curtailed beyond even the small part we now play.

Second, to gear up for the attacks that we know are coming next year, it will be necessary for commercial fishermen around the country to set aside our differences and band together. Presently, we do not have a national organization that can help us achieve this unity. However, one is being formed. The American Seafood Harvesters' Association (ASHA) will have an organizational meeting at Fish Expo. If you go to Expo, I encourage you to find out more about this important new organization. Next year more than ever we will test the Co-Op's slogan -- Strength Through Unity. If you work in the New Bedford - Fairhaven area, you should be a member or friend of the Co-Op. If you work in the fishing industry, you should be a member of ASHA.

The Bush administration has a vision for commercial fishing at odds with what most fishermen think. In their view, free and open access to the fishing grounds by thousands of small independent fishermen will be relegated to the history books. In its place will be moratoriums, costly licenses and a few large, vertically integrated corporations. Keep this in mind when you vote this November.





No. 27

A Contribution of  
ERE Associates Ltd.

by  
Richard C. Hiscock

# FCC Regulations and Licenses

In past issues we have discussed Coast Guard requirements for EPIRBs, VHF and SSB radios, and the new requirements for additional VHF radios on vessels over 20 meters (65.6 feet). The installation and use of radio transmitting equipment requires certain Federal Communications Commission (FCC) licenses, permits and in some cases there are specific installation specifications.

## Station License

Any vessel (or aircraft) equipped with radio transmitting equipment (VHF, SSB radio, RADAR or EPIRB) must be issued and carry on board an original "Ship/Aircraft Radio Station License". The Station License, as it is called, must list the types of equipment and the authorized frequencies on board the vessel. Many vessels, which are now equipped with the 406 MHz EPIRB, have not amended the Station License to reflect this additional equipment. Vessel owners and operators should check the FCC Station License to ensure that all types of radio transmitting equipment is listed. The usual list for a fishing vessel would include: Radiotelephone, VHF and SSB, RADAR, and EPIRB.

## Radiotelephone Operator Permits

The operator of radiotelephone equipment is required to have either a Restricted Radiotelephone Operators Permit. In some case a Marine Radio. Operators Permit is required, such as on a vessel that is (a) required to have radiotelephone equipment, such as vessels subject to the Bridge-to-Bridge Radiotelephone regulations (power driven vessels 20 meters - 65.6 feet or more in overall length); (b) vessels that are equipped with VHF radiotelephone and HF (SSB) radiotelephone equipment; and, (c) on any vessel (with radiotelephone equipment) that sails "foreign".

For example on a vessel that is less than 65.6 feet in length overall (not subject to Bridge-to-Bridge regulations), but is equipped with a SSB radio, the operator is required to possess a Marine Radio Operators Permit.

A Marine Radio Operators Permit also is required for the operator of radiotelephone equipment on any inspected vessel such as a small passenger vessel, including a "Yacht club tender" (carrying more than six passengers).

Restricted Radiotelephone Operators Permits are obtained by completing and submitting an permit application (Form 753)

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to the FCC along with a fee of \$35.00, and are valid for the lifetime of the holder. You do not have to be a U.S. Citizen to obtain a Permit.

Marine Radio Operators Permits are obtained by submitting an application (Form 756) taking a written examination and paying a fee of \$35.00, are valid for five years, and renewable without re-examination. To obtain a Marine Radio Operators Permit you must be a U.S. Citizen, or a registered alien permitted to work in the U.S.

### ***Equipment Installation***

If radio equipment is required to be carried, such as equipment to meet the requirements of the Bridge-to-Bridge regulations, it is required to be installed adjacent to the principal operating station. Equipment for use on VHF Channel 13 must be capable of transmitting on 1 watt.

### ***Listening Watch and Log Books***

Any vessel that is required to be equipped with radiotelephone equipment - such as a documented fishing industry vessel - must maintain a listening watch on VHF Channel 16 (156.8 MHz) whenever the radio is not actively being used for communication on a working frequency. Fishing industry vessels that are required to be equipped with SSB radios must maintain a listening watch on 2182 KHz during the "silent periods", which are the three minute periods immediately after the hour and the half-hour. During these "silent periods" only messages or transmissions concerning distress or urgency are made on 2182.

Also any vessel that is required to have radiotelephone communications equipment is

required to enter into a "log" (it does not have to be a special Radio Log, but can be the Vessel Log) the time that the equipment is turned on and off, and any emergency communication heard or sent.

### ***Penalties***

For vessels that are required to be equipped with radiotelephone equipment, the FCC can impose penalties of up to \$5,000 per day against the owner of a vessel, and up to \$1,000 per day against the operator of a vessel that does not have the required equipment. Penalties for misuse can be as high as \$10,000 per day, per violation. Lack of a Station License can result in a penalty of up to \$8,000 for most fishing vessels. Recently fishing vessels using unauthorized SSB frequencies have received fines totalling \$8,000.

Vessels with SSB radios are reminded to use only the frequencies that are authorized. These will be set by the FCC licensed technician that installs the radiotelephone equipment.

### ***For Further Information Regarding FCC Requirements***

If you have questions regarding FCC requirements you can contact Vince Kajinski at the FCC office in Quincy, Mass (617)786-7746. Applications for FCC Station License (Form 506), Restricted Radiotelephone Operators Permit (Form 753), and Marine Radio Operators Permit (Form 756) can be obtained from most radiotelephone equipment suppliers, or by calling 202- 632-FORM.

### ***For Further Information***

If you still have not received a copy of the new fishing vessel safety regulations or pamphlet, or if you have specific questions about how to comply with the regulations please contact Mr. Ted Harrington, Mr. Bob Higgins, or LCDR Paul Von Protz, First Coast Guard District Fishing Vessel Safety Coordinators, at 617-223-8444.

### ***Courtesy Examinations***

If you would like the Coast Guard to conduct a courtesy examination of your commercial fishing vessel contact the Fishing Vessel Safety Specialist in your area: MSTC Tim White, MSO Portland, Maine (207-780-3251); CWO Joe McKechnie, MSO Boston, Mass. (617-223-3020); CWO Jim Price, MSO Providence (401-528-5335); CWO Jim Kurz, Group Long Island Sound (203- 468-4400); or, LT(jg) Paul Arnett, MIO New York (212-668-7810).

*Richard C. Hiscock, founder and president of ERE Associates Ltd., in North Chatham, Massachusetts, a firm dedicated to marine and fishing vessel safety, previously published SAFETY NOTES for FISHERMEN and was author and editor of the FISHERMAN'S DIGEST. He is a member of the Society of Naval Architects and Marine Engineers, the U.S. Marine Safety Association, and serves on the Coast Guard's Commercial Fishing Industry Vessel Advisory Committee. Telephone 508-945-2182.*



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# Looking Back 39 Years Ago...

## Scallop Landings/Prices

*Information provided by National Marine Fisheries Service from 1955 stats*

|                         |                         |                       |
|-------------------------|-------------------------|-----------------------|
| <b>October 13, 1953</b> | <b>Scallopers</b>       |                       |
|                         | B & E                   | 3,000 lbs Scallops    |
|                         | Bright Star             | 11,800 lbs Scallops   |
|                         | Camden                  | 8,100 lbs Scallops    |
|                         | Carol & Estelle         | 3,000 lbs Scallops    |
|                         | Fairhaven               | 3,000 lbs Scallops    |
|                         | Friendship              | 11,200 lbs Scallops   |
|                         | Janet & Jean            | 2,700 lbs Scallops    |
|                         | Lauren Fay              | 9,500 lbs Scallops    |
|                         | Nantucket               | 9,000 lbs Scallops    |
|                         | New Dawn                | 6,800 lbs Scallops    |
|                         | Newfoundland            | 10,200 lbs Scallops   |
|                         | Skillogolee             | 9,000 lbs Scallops    |
|                         | Sunapee                 | 8,000 lbs Scallops    |
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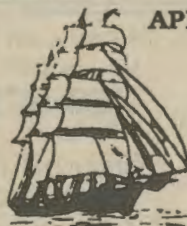
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1 teaspoon onion juice  
1/2 teaspoon salt  
1/8 teaspoon pepper  
1 cup medium white sauce  
2 eggs separated

Add onion juice, salt, pepper to white sauce. Stir in beaten egg yolks and flaked fish. Beat in egg whites until stiff and fold into mixture. Pour into greased baking dish and place in pan of hot water. Bake in moderate oven at 350 degrees for one hour. Serve 4.

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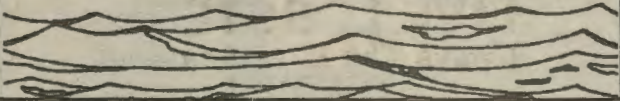
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# Area Men Awarded Coast Guard Licenses

**Richard A. Golden** of New Bedford has been awarded a U.S. Coast Guard Mate 1600 GT Inland License.

The license authorizes Golden to act as mate on the largest of Nantucket Steamship Authority ferries. He has been employed there as an Able Seaman.

Golden passed the Coast Guard test after completing an exam- prep course at Northeast Maritime in New Bedford. Golden has ten years of experience on Alaska supply boats, tugs and barges, and as an employee of Sanchez Marine in New Bedford.

**Michael J. Perron** of Fairhaven has been awarded a U. S. Coast Guard Able Seaman / Lifeboatman document. The ratings authorize Perron to perform the duties of a crewman on vessels of unlimited tonnage and to take charge of a lifeboat.

To earn the ratings, Perron was required to pass a half-day examination by the Coast Guard in Boston. Mr. Perron is currently employed by the Posidon Fishing Corporation. He has been a mate and deckhand on board fishing vessels for the last fourteen years.

**Mark Costa** of Fairhaven has been awarded a U. S. Coast Guard license for Master of Motor and Steam Vessels of Not More Than 100 GT with Towing Assistance Endorsement. In addition, he earned a limited rating of Able Seaman and Lifeboatman.

Costa was required to pass two half-day-long comprehensive tests by the Coast Guard in Boston. The license authorizes Costa to captain small passenger vessels out to 200 miles off-shore. He can also engage in towing operations. The Able Seaman rating allows Costa to serve in the deck department of any size ship on any ocean.

Captain Costa gained required experience as a mate on board the Mitchel Towing and Salvage Company Tug, Jaguar.

All three men prepared for the examinations by completing exam-prep courses at Northeast Maritime in New Bedford.



**Richard A. Golden**



**Mark Costa**



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## "Fish Expo 1992" "Um Lugar Para Aprender"

By José Vinagre

É do conhecimento de todos envolvidos na faina da pesca que um plano de revitalização das espécies mais frequentemente procuradas, está a ser preparado para ter o seu principio de execução nos primeiros meses de 1993.

É de esperar que algumas das medidas desse plano venham a diminuir a capacidade de produção á qual muitos estão habituados, contudo, segundo os especialistas, haverá outros processos de pesca aos quais os pescadores se possam dedicar.

Informação para tal, poderá ser procurada no próximo certame a ter lugar em Boston no Bay Side Expo Center nos dias 15 a 17 de Outubro. Este certame é apresentado todos os anos por esta altura alternadamente entre as cidadex de Seattle e de Boston.

Os organizadores deste certame oferecem várias palestras sobre topicos de maxima importancia para o futuro das pescas, e prometem ter em exposição os mais sofisticados aparelhos de pesca e toda a gama de produtos relacionados com as pescas.

Durante o periodo da Expo haverá várias conferências organizadas por um grupo de pescadores com o propósito de formarem uma organização nacional composta por membros de organizações regionais. Os organizadores pretendem formar um grupo que estude o impacto nacional sobre as decisões feitas em Washington e que possa informar os seus associados sobre os passos a tomar em proteger os seus interesses. Os organizadores sentem que a industria da pesca recreativa, tem tido mais impacto sobre as decisões feitas em Washington do que a pesca industrial. Certas noticias espalhadas pelos meios de comunicação a nivel nacional, criticando os processos de pesca e preparação de peixe pelo sector industrial, não têm sido defendidas por não haver a nivel nacional uma organização que podesse falar com uma só voz.

Os organizadores criticam também as companhias que apoiam com publicidade, tais como Raytheon, com aparelhos electronicos, Ford e Detroit, com motores, as revistas e jornais onde essas noticias negativas tem aparecido, para que eles compreendam melhor os assuntos que estão a apoiar.

Aqui fica o nosso aviso para todos aqueles que possam visitar este certame, que o façam, e que não deixem para os outros que lhes tragam a informação lá encontrada.

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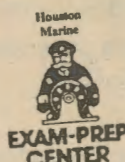


"...THE BARNACLE has proved to be a valuable communication tool for Northeast Maritime..."

states Capt. Adrian Lonsdale of the Northeast Maritime



NORTHEAST  
MARITIME  
INC.



106 William Street, Third Floor, New Bedford, MA 02740-5218

January 13, 1992

Mr. Gary S. Golas, Publisher/Editor  
THE BARNACLE  
P. O. Box 71

Dear Gary,

During 1991, THE BARNACLE enabled Northeast Maritime to communicate directly with the fishing industry. Through news about our graduates and advertisements, about 40 highly competent fishermen completed Northeast Maritime courses. Most of them became Able Seamen or Qualified Members of the Engineering Department in the merchant marine. Many of them manned ships carrying supplies to the Persian Gulf. Others filled war-caused vacancies in domestic shipping.

From the reports I have received, local fishermen who became merchant mariners are highly respected by the merchant marine officers supervising them. The former fishermen are tough, lean, accomplished seamen and not afraid of hardship and long hours. Most of Northeast Maritime's graduates who have gone into the merchant marine, are still working - many at permanent jobs.

By learning about Northeast Maritime through THE BARNACLE, other local fishermen have used our training to earn U. S. Coast Guard Master and Mate licenses. This qualifies them for other commercial small vessel jobs outside the fishing industry. It also provides insurance against the day when local fishermen will be required to be licensed.

In summary, THE BARNACLE has proved to be a valuable communication tool for Northeast Maritime. During 1991, it greatly assisted us in making a small contribution to the U. S. effort in the Mid-East conflict.

Very truly yours,

Adrian L. Lonsdale  
Master, Oceans  
President, Northeast  
Maritime, Inc.

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